

VIRGINIA DEPARTMENT OF TRANSPORTATION

*MOBILITY MANAGEMENT DIVISION*

MEMORANDUM

<b>GENERAL SUBJECT:</b> Signing		<b>NUMBER:</b> MM-313
<b>SPECIFIC SUBJECT:</b> Signing for Weight Restrictions of Structures		<b>DATE:</b> February 24, 2003
		<b>SUPERSEDES:</b> TE-244
<b>DIRECTED TO:</b> District Administrators	<b>SIGNATURE:</b> <i>Raymond J. Khoury, P.E.</i>	

In order to promote safety, and uniformity in the posting of weight restrictions for structures, the following criteria has been developed based on the requirements of Section 46.2-1130 of the *Code of Virginia*, and the federal *Manual on Uniform Traffic Control Devices*.

Structures that require weight restrictions and the actual weights to be posted will be determined by the District Structure and Bridge Engineer in accordance with Structure and Bridge Division's memorandum S&B 02-27, latest revision.

Signs for structure weight restrictions shall be erected at the structure and in advance of the last alternate route. Table 2C-4 of the *MUTCD* shall be used as a guide in determining the placement distance of the signs in advance of the last alternate route. Additionally, one sign should be installed a maximum of 150 feet past the alternate route to alert traffic approaching from either direction on the alternate route. Discretion should be used in determining the effective placement of this sign. It may be desirable in some instances to place signs on the intersecting route approaches in lieu of past the alternate route to assure the signs are effective in alerting drivers to the restriction. On highways where the intersection of the last alternate route is via an interchange, signs should be installed on the alternate route for both directions.

Restricted structures on interstate and primary routes, and secondary routes that generally carry trucks with semi-trailers shall be signed using the modified R12-5 sign (copy attached). Advance signing should consist of two signs. The top sign should be similar to the M3-1 cardinal direction sign with the message BRIDGE in place of the cardinal direction, and the bottom sign should be the modified R12-5 sign. When the advance signs are installed on the alternate routes, a third sign consisting of the appropriate M6 directional arrow panel to indicate the direction of the structure shall be installed below the other two signs.

Restricted structures on secondary routes that do not generally carry trucks with semi-trailers shall be signed using the R12-1 sign. Advance signing should consist of the same signing as required above except the R12-1 sign shall be used in lieu of the modified R12-5 sign. At the District Traffic Engineer's discretion, modified R12-5 signs may be used in lieu of R12-1 signs.

When other roadways exist between the last alternate route and the restricted structure, which may generate traffic that may exceed the weight restriction, consideration should be given to posting additional signs at those intersecting locations.

All structures not signed in accordance with this memorandum shall be corrected by no later than December 31, 2003. At those locations where a modified R12-5 sign is required by this memorandum and a R12-1 sign exists, and that is the only non-conforming issue for that location, the correction date may be extended until December 31, 2005.

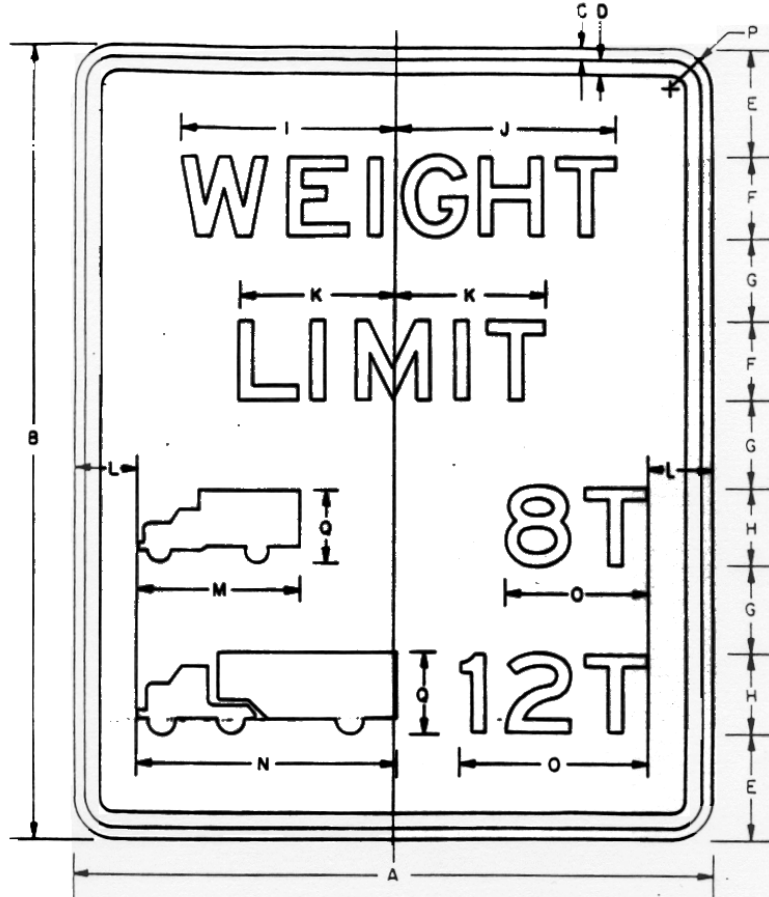
DCF/df

cc: Mr. Philip A. Shucet  
Mr. Claude D. Garver, Jr., P.E.  
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Mr. T. F. Chu  
Mr. M. D. Hagan  
Ms. K. D. Jefferson  
Mr. S. D. Hanshaw  
Mr. Dan Dennis

## R12-5 Modified

### COLORS

Message and Border.....Black (non-reflectORIZED)  
Field.....White (reflectORIZED)



SIGN	DIMENSIONS (INCHES)																	
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
A	24	30	$\frac{3}{8}$	$\frac{5}{8}$	$4\frac{1}{8}$	3E	$3\frac{1}{4}$	3D	$7\frac{7}{8}$	$8\frac{3}{8}$	$5\frac{3}{4}$	$2\frac{1}{2}$	6	$9\frac{1}{2}$	Var.	$1\frac{1}{2}$	3	
B	30	36	$\frac{1}{2}$	$\frac{3}{4}$	$4\frac{3}{4}$	4E	$3\frac{1}{2}$	4D	$10\frac{1}{2}$	$11\frac{1}{8}$	$7\frac{3}{8}$	$2\frac{3}{4}$	8	12	Var.	$1\frac{7}{8}$	4	
C	36	48	$\frac{5}{8}$	$\frac{7}{8}$	$6\frac{7}{8}$	5E	$4\frac{3}{4}$	5D	$13\frac{1}{8}$	14	$9\frac{1}{8}$	3	10	15	Var.	$2\frac{1}{4}$	5	
E	48	60	$\frac{3}{4}$	$1\frac{1}{4}$	$8\frac{1}{4}$	6E	$6\frac{1}{2}$	6D	$15\frac{3}{4}$	$16\frac{3}{4}$	$11\frac{1}{2}$	5	12	18	Var.	3	6	

NOTES: If the weight restriction for a single unit truck is over 20 tons, the truck symbol should show tandem axles on the rear.

If the weight restriction for a tractor-trailer combination is over 30 tons, the trailer symbol should show tandem axles.